

Attachment 1-Daily South Carolinian, August 31, 1852

Tremendous Freshet.

We noticed yesterday that we had a storm, accompanied with rain, on Friday night. The quantity of rain that must have fallen above this place must have been much larger than what fell here. On Saturday our river began to rise, and on Sunday morning it was evident that we would have a destructive freshet. The river continued to rise all day, and its surface was strewn with wrecks and timbers, showing that great damage had been sustained above. The bridge known as Broad River Bridge, was carried off early in the day, and serious apprehension was felt for the Columbia bridge on to one o'clock on Sunday morning, the water continuing to rise until that hour. It was then ascertained that it was five feet higher than the great flood of May, 1940, the largest freshet which had occurred in our river within the memory of man.

The flood remained stationary for some hours after one o'clock yesterday morning, when it began to subside, and by 10 o'clock it had fallen twelve inches. Large numbers of our citizens were congregated on the banks during Sunday afternoon and evening, and there was a fear who do not believe the bridge would be carried off. The noble structure, however, still stands, a monument to the skill of the architect who planned and executed the work. The waters came up over a portion of its floor on the north side, and the flood beat against the weather boarding on the same side for many hours, but apparently without any effect. It is said the western abutment of the bridge is considerably damaged by washing. The destruction of property, crops, mills, and mill-dams, stock, &c., must be immense, but we trust that the planters on the Santee will have sufficient warning ere the flood reaches them, to have their stock and all their movable property placed out of danger. As yet we have heard of no extensive damage except the destruction of the Broad River bridge. It was rumored yesterday that the fine bridge erected by the Greenville Railroad Company had been carried away, but up to the time we write, we could not trace the rumor to any authentic source. We learn that the storm of Friday night was very severe to the east of us, in the neighborhood of Camden, tearing up trees, fences, &c. Some fears are entertained for the safety of the Camden bridge, and the trestle-work of the Camden railroad over the Wateree swamp. The Greenville Railroad, we fear, has suffered to a great extent. The cars have not arrived from the head of the road since Friday morning.

Experienced planters and others well acquainted with the ravages of floods estimate the destruction of property by this at from four to six millions of dollars.

Latta.—The cars from Charleston reached here at a little after six o'clock last evening. We learn by passengers that about a quarter past two o'clock the railroad bridge over the Congaree was swept away. Passengers came across in boats.

We learn that the Greenville railroad bridge at Allston, was partially carried off—the three central arches giving way, leaving a space on each side of the river. Some of the buildings and storehouses at Allston were also destroyed. Telegraphic communication is interrupted South and North, beyond Raleigh.

It is reported from Augusta that the bridge there has been swept off, and that some of the streets of that city are submerged several feet.

Order of the Lone Star.

It is said that numerous divisions of this Order

Attachment 1-Charleston News & Courier, May 21, 1886

Charlotte.....	83	Calm.	Cloudy.
Augusta.....	70	S. E.	Clear.
Savannah.....	71	S. E.	Cloudy.
Jacksonville.....	70	S. W.	Clear.
Pensacola.....	70	S. W.	Clear.
New Orleans.....	70	N. W.	Clear.
Galveston.....	74	S. W.	Clear.
Louisville.....	67	S. E.	Clear.
Cincinnati.....	70	N.	Clear.
Chicago.....	80	N. E.	Clear.
St. Louis.....	74	N. E.	Clear.

SIGNAL OFFICE.

CHARLESTON, S. C., May 20, 1886.

Daily means of local observations, (7 A. M., 3 P. M., 11 P. M., 75th meridian time.)

Mean barometer.....	30.001
Mean temperature.....	74
Highest temperature.....	78
Lowest temperature.....	69
Range of temperature.....	10
Mean dew point.....	67
Mean humidity, per cent.....	70
Total rainfall, inches.....	.19
Highest velocity of wind, per hour.....	20
Prevailing wind, direction.....	S.

THERMOMETRIC RECORD.

For the twenty-four hours ending May 20, at 6 P. M.:

Sub Stations.	Max.	Min.	Rainfall.
Charleston.....	79	69	.15
Branchville.....	78	68	.203
St. George's.....	78	68	.200
Kingsree.....	78	67	.02
Harnesville.....	77	70	1.85
Yemassee.....	77	70	1.80
Jacksonboro.....	76	67	.03

COTTON REGION BULLETIN.

In the following table the mean temperature and average rainfall are made up from the reports received from the sub-stations embraced within the different districts. For instance, there are eight stations in the Charleston district. The reports from these stations are received at 6 o'clock every day, when the mean of the whole is made up and published as given below:

District.	Max. Temp.	Min. Temp.	Rainfall.
Wilmington.....	76	63	.70
Charleston.....	77	68	1.16
Augusta.....	78	61	2.42
Savannah.....	81	66	.66
Atlanta.....	78	62	.43
Montgomery.....	80	61	.01
Mobile.....	79	62	.10
New Orleans.....	78	58	.01
Galveston.....	87	58	.00
Vicksburg.....	75	57	.45
Little Rock.....	79	55	.04
Memphis.....	75	57	.83

THE CONGAREE RIVER.

COLUMBIA, May 20.—The height of the Congaree River at Columbia at 4.30 o'clock to-day was 10 feet 6 inches above low water, and 7 feet higher than at the same time yesterday and rising rapidly.

THE PEE-DEE RIVER.

CHERAW, May 20.—The Pee-Dee River at 6 P. M. to-day was 29 feet 6 inches above low water mark.

WATOREE RIVER.

KINGVILLE, May 20.—At 6 P. M. to-day the Watoree River was 10 feet 6 inches above low water mark and rising.

THE SAVANNAH RIVER.

AUGUSTA, GA., May 20.—The height of the Savannah River at Augusta, at 1.33 P. M. to-day, (Augusta local time,) was 28.7 feet, there being a rise of 16.7 feet during the preceding twenty-four hours.

THE CATAWBA RIVER.

MOUNT HOLLY, N. C., May 20.—The height of the Catawba River at Mount Holly, at 2 P. M. to-day, (75th meridian time,) was 9 feet, there being a fall of 1 foot during the preceding twenty-four hours.

THERMOMETER IN THE CITY.

Range of thermometer at Blackman's drug store, Broad street, yesterday:

	8 A. M.	10 A. M.	12 M.	2 P. M.	4 P. M.	6 P. M.	8 P. M.
1886.							
May 20.....	73	80	80	80	78	77	75
1885.							
May 20.....	70	79	81	83	83	80	78

Attachment 1-Charleston News & Courier, May 22, 1886

RAVAGED BY RAGING RIVERS.

DISASTROUS EFFECTS OF THE FLOOD IN THE STATE.

Columbia's New Water-Works Completely Demolished—Serious Damage to the Canal and Other Public Property—Many Reports of Great Losses to Farmers—Disastrous Accidents from Other Points.

THE NEWS AND COURIER BUREAU, 103 MAIN STREET, COLUMBIA, MAY 21.

We have a deluge in South Carolina. No wonder can be felt that the rivers are furious and unmanageable, when it is learned that the rainfall here might be for last, between 8 P. M. and 8 A. M., was six and ninety-one-hundredths of an inch. This is what the gauge of the signal service office registered, as the observer reports to-day. Dr. Jackson's smaller gauge was overflowed as reported yesterday.

Although the rain had ceased in this section the rivers continued to rise, and great uneasiness was felt here last night as to the fate of the two bridges which connect Columbia with Lexington County—the one over Broad River, above the city, and the other over the Congaree, opposite Columbia. Fears were entertained also for the Canal. A large force of convicts worked yesterday to build a "protection embankment" at the upper end of the Canal, and made great progress. They were stopped at sunset, leaving the bank five feet higher than the water was at the time. It was unfortunate that they were not kept at work all night to insure the safety of the work, because what they had done proved to be useless. Manager Anderson, of the Canal, was unfortunately sick in bed and could not get at the force as it should have been selected.

This morning alarming rumors were circulated on the streets concerning the bridges and the Canal. Shortly before 11 o'clock a representative of The News and Courier went down to the Congaree bridge to begin a canvass of the situation. A large number of vehicles were found collected at the Columbia terminus of the structure, having been employed to convey sight-seers to the spot. Many ladies were among the visitors. The sight which met the eye was wild and thrilling. At the ferry crossing, just below the bridge, the river at its ordinary level is 250 yards wide. Now a foaming mass of water fully 500 yards in width hurried downward toward the coast.

The water had spread all over the low-lands below the bridge, carrying destruction with it. The ferry approached and Pearce's granite quarries were submerged. A negro house on the Columbia bank near the bridge was submerged to the eaves of the roof. A walk across the bridge furnished excitement enough to stir the most sluggish blood. The swollen stream was a scething mass of tawny water, speckled with debris of all kinds. Huge logs, propped trees, boxes and trash were hurried down the torrent at a speed which could not be less than ten miles an hour.

The water covered the great granite buttresses of the old bridge, about five feet below the flooring of the present structure. It raged against these piers, swirling around them in huge eddies, any yards in diameter, which boiled like maelstroms. The tumultuous yellow, the black shapes of trees and buildings and whirling down the current being momentarily arrested by the blockade of debris which formed about one of the piers, formed a strange contrast to the bright sunshine overhead.

Views of the picturesquely scene. Ladies in numbers occupied the carriages and took mental impressions. Alderman W. B. Lowrance, chairman of the water-works committee of the city council, climbed partly over the Canal on the water mains and swam from the point where they were submerged. He reached the island, made a reconnaissance and returned with news that the works were destroyed. (There is a report that when he emerged from the water. A dozen big pine trees on the island had been washed down. Only three were left and these were deep in the water. Bets were made as to when the water-works would go.

At 1:10 P. M. the island had been dissolved as far down as the porch of the upper building containing the engine and part of the porch was swept away. By 1:40 P. M. the roof of the porch fell in. At 1:55 the main door of the building was burst by the force of the water and the structure began to settle. Five minutes later, the current having caught the outward wall, the building toppled over and went down with a crash. The roof had a cupola, and as it sailed majestically down stream with the eddy rising from its center and the smoke-stack of the engine still projecting from the top at an angle of forty-five degrees.

It bore a marked resemblance to a turret monitor with a big pivot gun on deck. In this shape it bore down on the Congaree bridge, and the crowd from the commanding eminence, watched for the collision. Luckily the monitor had no gun. The turret struck the bridge and was knocked to pieces, and the disabled craft went jolting harmlessly down the Congaree. The sensation was over and the crowd thinned out.

During the entire afternoon the hacks were very busy conveying sight-seers to the Canal bank. The second house, containing some pumping machinery, was reached later in the day, and was lodged bodily against some sunken trees in the stream. A third structure, the last on the island, was this evening partly protected by a concrete reservoir, but will probably disappear by morning with the rest of the island. The destruction of the water-works is a great blow to the city. They cannot be replaced for \$10,000, and besides the valuable and convenient site they occupied is being obliterated. The old water-works, upon which Columbia must now rely, cannot furnish more than a third of the water now consumed in the city, and here we are at the beginning of the heated term with a water famine in prospect.

The status of the Canal is this: There are five crevasses, one at the upper terminus of the earthwork, another opposite Cemetery Hill, the water-works crevasse, a fourth at the great waste weir, and the last opposite the Pontentary wall at a point where the old water wheel used to be. They are constantly widening, and none seem to be less than a hundred feet wide. The lower earthwork on the inner side of the river wall is washing out very fast. The riprap on the river front is holding out, but as far down as the waste weir there is no telling what will be left besides those rocks.

The city bridge across the Canal at the water-works is gone. It cost about five hundred dollars. The bridge over the Canal opposite the Pontentary has also been washed away. The preliminary rock work for the river wall, extending about two hundred yards above Cemetery Hill, is safe and solid. Its presence Dr. George Lee, who accompanied the reporter along the Canal, estimated at 2 o'clock that the damage to the Canal was equivalent to about five thousand dollars, two-thirds of which was represented by labor, as the water-works

COMPARATIVE OBSERVATIONS.

Station	Bar.	Wind	Condition
Boston	30.55	N. W.	Cloudy.
New York	30.57	N. W.	Clear.
Philadelphia	30.58	N. W.	Clear.
Washington	30.59	N. W.	Clear.
Norfolk	30.60	N. W.	Clear.
Charleston	30.61	N. W.	Fair.
Richmond	30.62	N. W.	Cloudy.
Augusta	30.63	N. W.	Clear.
Mayannah	30.64	N. W.	Light rain.
Jacksonville	30.65	N. W.	Clear.
Atlanta	30.66	N. W.	Clear.
Pensacola	30.67	N. W.	Clear.
Mobile	30.68	N. W.	Clear.
Galveston	30.69	N. W.	Clear.
Louisville	30.70	N. W.	Clear.
Indianapolis	30.71	N. W.	Clear.
Chicago	30.72	N. W.	Clear.
St. Louis	30.73	N. W.	Clear.

SIGNAL OFFICE.

CHARLESTON, S. C., May 21, 1880.
Daily means of local observations, (7 A. M., 8 P. M., 11 P. M., 75th meridian time):

Mean barometer	30.671
Mean temperature	72
Highest temperature	80
Lowest temperature	65
Range of temperature	15
Mean dew point	65
Mean humidity, per cent	88
Total rainfall, inches	0.00
Highest velocity of wind, per hour	10
Prevailing wind, direction	N. W.

Meteorological record for the week ending Thursday, May 20, 1880: Mean daily barometer, 30.625; highest barometer, 30.731; lowest barometer, 30.530; range of barometer, .202; mean daily thermometer, 73; highest thermometer, 81; lowest thermometer, 65; range of thermometer, 16; average percentage of relative humidity, 73; amount of rainfall (inches and hundredths of inches), .18; number of days on which rain fell, 1.

THERMOMETRIC RECORD.

For the twenty-four hours ending May 21, at 8 P. M.:

Sub-stations	After	Wind	Relative
Charleston	81	82	.08
Branchville	81	84	.00
St. George	87	81	.00
Hardeeville	84	81	.00
Jacksonboro	84	87	.00
Kingslake	81	82	.10
Yemassee	80	83	.00

COTTON REGION BULLETIN.

In the following table the mean temperature and average rainfall are made up from the reports received from the sub-stations embraced within the different districts. For instance, there are eight stations in the Charleston district. The reports from these stations are received at 6 o'clock every day, when the mean of the whole is made up and published as given below.

Districts	Bar.	Temp.	Min.	Max.	Rainfall.
Wilmington.....	81	81	81	81	.10
Charleston.....	81	82	81	81	.00
Augusta.....	84	83	83	83	.11
Mayannah.....	85	83	83	83	.02
Atlanta.....	82	81	81	81	.00
Montgomery.....	80	81	81	81	.30
Mobile.....	81	81	81	81	.30
New Orleans.....	81	80	80	80	.05
Galveston.....	80	80	80	80	.00
Vicksburg.....	81	81	81	81	.10
Little Rock.....	85	84	84	84	.07
Memphis.....	83	87	87	87	.01

THE CONGAREE RIVER.

COLUMBIA, May 21.—The height of the Congaree River at Columbia at 4:30 o'clock to-day was 31 feet above low water, and 14 feet 6 inches higher than at the same time yesterday, and rising now slowly. Nearly at a stand since 1 o'clock.

THE MAYANNAH RIVER.

AUGUSTA, GA., May 21.—The height of the Mayannah River at Augusta, at 1:30 P. M. to-day, (Augusta local time) was 32.5 feet, there being a rise of 3.8 feet during the preceding twenty-four hours.

THE CATAWBA RIVER.

MOUNT HOLLY, N. C., May 21.—The height of the Catawba River at Mount Holly, at 2 P. M. to-day, (75th meridian time) was 7 feet, there being a fall of 2 feet during the preceding twenty-four hours.

	8	10	12	2	4	6
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
1880						
May 21	72	70	70	61	61	78
1881						
May 21	74	72	72	64	64	74

Attachment 1-Columbia Register, May 22, 1886

Cemetery Hill, were lined with vehicles of every description and with men, women and children gazing on the awful scene.

In the vicinity of the bridge and along the banks of the old canal below the bridge, large numbers of negroes had gathered, and as the drift wood came down the stream and neared the banks sufficiently to be reached by long poles, reached out to drag them ashore. The numerous groups engaged in an animated yet good humored struggle for the capture of the coveted flotsam. Their industry was amply awarded, as during the day many cords of wood were gathered on the banks of the river and at the bridge.

The water rushed under the bridge about five feet from the floor with a force and velocity which was frightful to behold from a distance, and at first only the most venturesome would risk themselves on the structure, but later in the day, when it was found that the superstructure was in no danger, hundreds of ladies and children walked over the bridge to obtain a full realization of the force and volume of the flood.

Looking down the river from the middle of the bridge a sea of water could be seen spreading out over the lowlands below the city miles in extent, sweeping over a vast acreage which only yesterday was green with the promise of an abundant harvest.

During all this time the crowd of spectators on the hill to the North of the Penitentiary overlooking the river has been continually augmenting, and thither the curious reporter directed his steps.

Reaching the hilltop where the crowd are gathered, what a scene is presented! The bridge which crossed the canal at the water works has been swept away during the night, leaving two spans intact, projecting like a pier from the East bank of the canal. In front of this the angry waters, which have overleaped the check dam at the head of the canal, like a maddened beast, have dashed against the outer bank of the canal, broken it through about two hundred yards above the water works, and is rushing again to join the waters of the river outside.

A brief time suffices for this flood to sweep away the loose earth which has been banked on this rocky foundation and leave it bare for more than a hundred yards. Then through this breach begins the combined assault of the waters of the river and the canal upon the natural island, upon which the water works are erected, and the artificial embank-

ment which formed a part of the canal bank and connected it with the rock work over which the waters are now surging.

The Water Works, which are between this bank and the river, consist of a building on the North covering the en-

Clark Waring and ~~THE WATER WORKS~~ are greatly damaged.

The loss of crops to the Penitentiary are estimated at not less than \$10,000.

One of the gravest results of the freshet is the enforced idleness which it imposes on so large a number of the convicts who have been employed outside the walls of the Penitentiary.

Another serious result is the loss which will be entailed upon the proprietor of the hosiery factory by the cutting off of the fresh water supply at this time. Major Moulton just returned yesterday from the North with orders for large lots of hosiery to be furnished at once. A large supply of pure water is essential to the coloring of these goods, and the cutting off of this essential will virtually shut down the factory and entail heavy loss on him.

The river last night was reported falling, but there was rain during the night, and the volume of water may not be materially diminished for a day or two.

To the Editor of the Daily Register:

I have just returned from the river, 7 1/2 P. M., and my opinion is that matters there are not as disastrous as they seem.

The small house built over the engine which forced water from the river is gone. It is true, but it was a mere shell to temporarily protect the engine from the weather. It was the intention to remove both the house and engine upon the completion of the canal. The engine being uninjured, the work of raising the water will commence as soon as the overflow of the river subsides, which is confidently expected by to-morrow night. By the marks on the trees, we have the sure indication that the waters are receding. In the interim we have the old Water Works, which will supply the reservoir from the Park springs.

The canal is very slightly injured, except at the uncompleted end in the vicinity of Cemetery, which can easily be repaired; the washings of loose dirt from the inner walls will be replaced by the soft deposit which will be found on bottom of canal as soon as the water empties itself.

I regard the filling of the canal by the river as a providential illustration of what it will be when completed.

Get no one so discouraged—the sun will shine again to-morrow.

Respectfully yours,

R. S. DESROUTES,

Alderman Ward 2

A REMARKABLE FEAT.

A Sick Man Steps from the Parlor Window of the Grand Central to the Pavement Below Without Injury.

Yesterday, on the arrival of the morning train from Charleston, two gentle-

ing dancing and whirling down the current being momentarily arrested by the blockade of debris which formed about some of the piers, formed a strange contrast to the bright sunshine overhead and the pretty dresses of the ladies who, undismayed by the aqueous naturalia, looked from the bridge upon the rare spectacle.

The river at noon had risen two inches since 10 A. M. Opinions differ as to whether this flood is greater than the famous one of 1872. The bridge is built upon piers superimposed upon the piers of the bridge of that year. It is five or six feet higher than the old structure, which was submerged in that year. Old observers say that the river is three feet lower than it was then, but other experienced judges dissent, and it does not seem probable that the first statement is correct, as the water was at noon within five feet of the flooring of the bridge. All agree that it is higher than it was during the noted freshet of 1867.

The Canal was full of water, and leaving the bridge still supreme above the flood, a visit was made along the bank to the Penitentiary and the upper works of the Canal.

Superintendent Lipscomb of the Penitentiary was in great distress about the ravages of the freshet. He considered the losses great, but could not estimate what the damages to the Canal would be.

At 10 o'clock last night the protecting embankment at the upper end of the Canal had broken, and from an empty reservoir that great ditch was suddenly transformed into a furious river. The outer bank, in anticipation of freshets, had been securely rapped—except where there was an old and naturally solid bank.

The water at noon filled the Canal to a depth six feet greater than the "working level" which would be used if it were complete and in operation. Besides, the current in the channel was infinitely more rapid than it would be under any circumstances were the Canal finished. Well, the flood having entered the Canal raged through it and played havoc with the inner bank. By an unfortunate circumstance the most valuable section of the river wall just above the city water-works received the fiercest attack of the current.

On the river at this point the obstruction made by the remnant of the dam of the old Geiger mill—pulled down to make clear the path of the Canal—turned the river current against the Canal bank, and at the same time some huge boulders of granite, still remaining in the Canal bed, turned the Canal current against the same section. Now, this section was really an island which had been adopted as the river wall of the Canal. It had a group of tall pine trees upon it and was the site of the new water-works. It had braved all former freshets and made a high embankment, three times as broad at the top as the Charleston Battery. But not being rapped, and being infringed upon by two previous streams, it soon began to melt away.

At 9.30 this morning the first breach was made and the waters of the river and Canal met. The boulders in the Canal still turned the current upon the lower section whereon the water-works were located, and gradually the bank was eaten away, the red clay dropping in huge masses into the boiling water as the island was undermined. When the representative of THE NEWS AND COURIER reached the spot shortly after noon, the break in the Canal bank was a hundred feet wide and the island was melting up like loaf sugar in a bubbling tea cup.

By noon dozens of hacks and buggies had concentrated upon the Geiger mill hill overlooking the island, and one or two hundred people were watching its rapid disintegration. Messrs. Henders and Boucher, photographers, had a camera on the hill and took several good

reporter along the Canal, estimated at 2 o'clock that the damage to the Canal was equivalent to about two thousand dollars, two-thirds of which was represented by labor, as the washing was of earthwork, not more than 10 per cent. of which was represented in this case by cash.

But the loss must be much greater than that now. It cannot well be estimated accurately until the waters subside. The banks of the Canal were raised everywhere, except at the upper terminus, to a height five feet greater than the highest water mark previously known, and the altitude has proved to be ample. They were so massive that it seemed to many a waste of labor so to make them. The disaster to the Canal resulted simply from the absence of a sufficiently high temporary dam at the upper terminus. During the latter part of the day the river has seemed to be stationary, and as the Congaree and Broad River bridges are still several feet above the flood they will doubtless withstand it. Other disasters may be in store for the Penitentiary.

A hundred convicts are at the Seegars place in the lowlands below the city and forty are at the Aughtry place in the same section. These plantations are being operated by the Penitentiary. They were reported to-day to be water-bound, and Superintendent Lipscomb was organizing a boating expedition to ascertain their condition. This evening two guards arrived from those farms and reported that they thought the convicts were safe, but that the inundation was great. They could not tell what the fate of the crops would be. It is certain that there will be great loss in the cotton and corn fields.

The Walker brick yard, above the Penitentiary, and operated by that institution, was abandoned last night and is overflowed, involving a loss to the institution of 300,000 bricks. The Penitentiary tract, in Lexington County, is inundated. Two hundred cords of wood have been carried away, and the crops of oats and corn are ruined. It is impossible to estimate the extent of the losses of the planters and farmers in the Congaree bottoms below the city. Great numbers of the cattle and hogs have been drowned and many hogs have been washed out. Dead animals have been floating down the Congaree all day. The negroes on various plantations have had to seek refuge on the roofs of their houses.

Accurate details are lacking. All in all, the flood has been as disastrous to this section as any which ever preceded it and the reports of losses will grow as communication with isolated points is resumed.

The railroad situation is unchanged. On account of the various washouts along the line no trains will leave Columbia for Greenville over the Columbia and Greenville Railroad for at least five days. Passengers for Greenville must take the Charlotte, Columbia and Augusta Railroad to Charlotte and go thence to Greenville by the Air Line. This route is expected to be open tomorrow.

It is raining again to-night, but not hard.

N. G. G.
Families Driven from their Homes by the Pee-Dee.

(Special Dispatch to The News and Courier.)

COLUMBIA, May 21.—The Pee-Dee River stands 36 feet 9 inches above low water and is rising one inch per hour. The damage is estimated by some at over one hundred thousand dollars. Families for miles below here have had to leave their dwellings and take to the dams along the river bank.

A Later Report

COLUMBIA, May 21.—The Pee-Dee River now stands at thirty-six feet ten inches, and is supposed to have commenced falling. It is certainly a considerable fall. Parties who have been four to five miles

Attachment 1-Charleston News & Courier, May 24, 1886

FIBS ABOUT THE FLOOD.

THE CHEERFUL PREPARATOR AT WORK IN COLUMBIA.

Stories of Great Damage Set Afloat, which, upon investigation, are found to be Greatly Exaggerated—The Congaree and Broad Rivers Rapidly Subsiding.

THE NEWS AND COURIER BUREAU,
103 MAIN ST., COLUMBIA, MAY 23.

The King of Liars has been roaming around Columbia during these last few freshet days, setting afloat a deftly constructed fable every few hours and rejoicing in the opportunity which had been afforded him for the display of his powers. Who this supreme liar is cannot be ascertained, but his boat work seems to have been done in the interest of the lively stableman. The damage done by the flood was always reported to be great, and always at a distant point. So prevalent and fallacious were the reports of disasters to bridges, &c., that nothing but personal observation could be depended on by the news gatherers. If the newspapers told such yarns as were innocently circulated by proper citizens there would be an agonized howl from every quarter against "the lying of the press." Luckily the newspapers have been more careful of their announcements than the public.

The last and biggest fiction of the flood was set afloat this morning, and its details were nicely and attractively elaborated. It became known in the city that the Broad River bridge had collapsed; one of the piers had been undermined, the bridge was broken and was being washed away in sections. The report came from so many quarters that a representative of THE NEWS AND COURIER drove out three miles to the bridge to see the wreck float down stream and collide with the Congaree bridge.

But there was no such sensation. The bridge is perfectly safe. The water at its highest was within five feet of the flooring, but it has now fallen fully fifteen feet. One corner of the granite pier on the Richland side of the bridge was crumbled by the force of the water or the battering of the driftwood, and several large blocks had fallen out of it. The work of repair will not cost a hundred dollars. A number of vehicles passed over the bridge this morning, but for prudential reasons none others will be allowed to cross for a day or two, until the pier can be braced. The rivers are rapidly falling here, and no further damage can be done to this bridge or any other near Columbia. N. O. C.

THE FLOOD AND THE MAIL.

How The News and Courier Reaches Its Readers Regularly Despite Serious Obstacles.

Owing to the extensive washout on the South Carolina Railway just above Fort Motte it has been impossible for the past two days to deliver the mail by that road direct to Columbia. On Saturday morning the Columbia train was stopped at Kingville by the unsafe condition of the track near that place, and all mail for Columbia was returned to Charleston. The impossibility of communication by passenger train with the capital made the running of the regular mail and passenger train on the Columbia division of the road entirely useless, and that particular schedule was abandoned. Thus, under ordinary circumstances, would have been the readers of THE NEWS AND COURIER of the exact Sunday morning visit of that paper. It was a desperate case and needed the application of an heroic remedy. At the request of THE NEWS AND COURIER, Mr. J. H. Averill, master of transportation of the South Carolina Railway Company, consented to run a special train yesterday between Branchville and Fort Motte, the highest point at which mail could be distributed.

In accordance with the arrangements made, a special messenger from Intendant left Charleston at 8:35 o'clock yesterday morning on the Augusta train, in charge of THE NEWS AND COURIER mail for all points between Charleston and Fort Motte. The Augusta train arrived at Branchville on Monday morning. A special train for Fort Motte was waiting. A transfer of the mail was promptly made from the Augusta train to the special train which was on its fast schedule

down as is usual during the periods when the river overflows its banks.

The waters are now falling slowly, but it is feared by some that yesterday's rains will cause another rise. All the crops are now ruined, so the farmers have no fear of another rise, as it could not possibly do them any harm.

The Charleston, Columbia and Augusta train, due here yesterday morning at 10 o'clock, has not yet arrived on account of the trouble over the Congaree at Columbia having been washed away by the high waters. A number of other small trestles along the road were washed away, but have been repaired. It is thought the passengers will be transferred, and trains will commence running regularly to-day.

Since the receding of the waters of the Savannah, the Augusta and Knoxville trains have been running regularly.

One of the obstructions on the south side of the Port Royal and Augusta Railroad gave way, caused by the pressure of the high waters, and prevented the running of trains on Friday and part of yesterday. It has been now repaired, and trains are running on regular schedule time.

There have been a number of washouts on the Greenwood, Laurens and Spartanburg Railroad, and the running of trains has been suspended. No trains will be run north of Greenwood, on this line, for some days.

THE DEBATING WATERS.

Terrible Destruction by the Flood in the Swamps of the Congaree.

(Correspondence of The News and Courier.)

EX-ROCK, May 22.—The distress prevailing in this section of country at present is overwhelming. The waters have rushed down upon angry surges, destroying everything in their way. The whole swamps are submerged, and houses in them seven feet above the ground are waist-deep in water, and can be paddled all over in boats. Whole families are driven from their homes at fearful losses. Mr. P. H. Joyner rescued several families in his boat to day, who had taken refuge on the rafters of their houses, and had been calling for help so long they were almost exhausted.

The loss of stock is fearful. Mr. Joseph Hales lost about thirty head of cattle, Mr. W. D. Hasting about seventy-five, Mr. P. H. Joyner several grade Jersey cows and thirty head of hogs, Mr. Ham, Dwight a fine young horse, and Messrs. Weston, Dwight, Martin and John Williams have lost heavily. In fact, few have escaped who had stock in their swamps. The cattle and other stock were completely demoralized, rushing here and there and being almost uncontrollable, or many more could be saved than are. They wander about, wandering aimlessly. Knowledge of description, cats and dogs, have all taken refuge in the houses tops. No one but an eye witness can imagine the distress prevailing. In one place is the pitiful call for help of human beings, on the other the mournful cry of cattle and the squealing of hogs.

The water is still rising, and there are no hopes of subsiding. As the houses are nearly black with fearful looking clouds threatening to break on us every moment. If it does it will banish every hope of saving any more stock, as it will then cover what few animals the cattle are now on. It is also a great loss to the farmers, as those who had not already planted in the swamps but their grounds prepared for immediate planting, and they will be thrown as far behind by the waters that many will have to abandon their swamp crops altogether.

ANOTHER RAID ON THE TREASURY.

The Senate Military Committee Demands the Equalization of War Bounties.

WASHINGTON, May 15.—No fewer than eight bills were introduced during the first month of the present session of Congress to equalize the bounties of soldiers, sailors and marines who served during the late war for the Union. Perhaps the bill claiming to revive the Act of July 28, 1862, which gave \$100 additional bounty to the three years' men and \$50 to the two years' men, may bring the number of bounty equalization bills up to a dozen or more. At all events, in spite of the fact that the Act of 1862, with its two extensions, has already cost the country \$70,000,000, we now find the Senate military committee reporting the equalization bill to them. Logan and urging its enactment.

What would this legislation cost? Gen. Logan a dozen years ago thought it would cost nothing, but now he contents himself with saying in the committee's report that "the sum was not to large." The President vetoed, whose responsibility was the bill of March

Attachment 1-Columbia Register, May 25, 1886

On the whole we see no reason to go back on the opinion offered in The Register on Saturday that the damage to the canal and Water Works would be found in the end to have been remarkably light.

After the Deluge.

Accounts continue to come in from the country below Columbia, showing that the effect of the flood on crops, stock, bridges and highways has been very disastrous. All the bridges on the Bluff road—more than twenty—of all sizes, have been carried off or damaged to a greater or less extent. The bridge over Gill's Creek, which had been but recently repaired by the Commissioners, was lifted from the benches which supported it and carried about twenty feet away. It will, however, be restored at once, and the Commissioners give notice to-day that it will be open for travel on Thursday.

The Bannister Bridge, over Cedar Creek, on the same road, seventeen miles from Columbia, has been entirely demolished. It is a large bridge, over forty feet long, and its loss will be a serious inconvenience to the farmers of that neighborhood. All the other bridges on the road being small, have been promptly repaired or replaced by the Commissioners.

A telegram received by Captain W. D. Starling yesterday from his manager reports the loss of all his cattle, about one hundred head, many of them thoroughbred and grade Jerseys, one fine mare and two colts. The water was several feet over the "Mount," the highest point on the plantation, which has never been covered before, and was at least three feet higher than the greatest freshet of 1852.

Messrs. John Williams, John James, Joe Bates, Paul Joyner and most of the other planters of the Fork low-lands, from Eastover to Gadsden, lost heavily in stock. As to the crops, everything has been submerged, and the entire cotton crop is regarded as lost as well as their stocks of seed corn and cotton, forage, &c.

On Messrs. Seeger's and Aughtry's plantations, which are worked with convicts by the Penitentiary, the work so expended on the crops has been lost, and comparatively little cotton will be made, but ample time remains to make a corn crop, which will be more productive as a result of the overflow. All the stock on these places was saved.

THE COLLEGE SOCIETIES.

Annual Contests in Declamation—Medals Awarded.

The contest for the medals was held

THE COL

THE CANAL AND WATER WORKS.

An Inspection by the Authorities.—The Probable Damage—Plans for Repairing the Canal and Maintaining the Water Supply.

Yesterday morning Major Rickett and Superintendent Lipscomb, accompanied by Major Lee, Engineer of the Canal; Superintendent Alexander of the Water Works, and several expert civil and mechanical engineers, devoted several hours to a careful examination of the canal and water works as the flood had left them.

The river during Saturday and Sunday had receded within its banks almost to its normal condition, and the water had entirely left the canal, only a small thread running from the head of the canal where it seeped through the check dam, and finding its exit at the river through the breach made in the work just to the North of the water works.

The engine, boiler, pumps and other appliances of the Water Works were found embedded in the sand, which had washed over them nearly in their original position, and, as far as could be ascertained, they sustained but slight damage. A force of convicts will be put to work to-day to get out the machinery, and it will be transferred to the other bank of the canal and set to work at once in raising water from the river as heretofore. It is estimated that it will take a couple of weeks to effect this

change, and it is in contemplation to procure a more powerful pump and machinery with a capacity of 1,000,000 gallons per day, to be used in connection with the present machinery for the future permanent supply of the city.

A careful examination was made of the canal, and the engineer will at once proceed to make up his estimates of the damage and the amounts necessary to effect the repairs, and report to the Directors of the Penitentiary at their meeting which takes place in about two weeks. It is not likely that the cost of repair will exceed the rough calculation made a day or two since—\$5,000—which includes the convict labor already provided by law to be used.

On the whole we see no reason to go back on the opinion offered in The Register on Saturday that the damage to the canal and Water Works would be found in the end to have been remarkably light.

After the Deluge.

Accounts continue to come in from the

Attachment 1-Charleston News & Courier, September 9, 1888

THE RAGING RIVERS.

A Sad Story of Flood and Devastation.

The damage by flood not as serious as at first supposed, but the outlook not encouraging.

COLUMBIA, September 8.—Special: The rain fell frequently to-day in Columbia. The Congaree began falling last night after reaching a maximum height of 20 feet, and at 6 o'clock this evening measured only 14 feet. Some thirty miles above Columbia the Saluda was falling slowly this afternoon, and the Broad, a little further down, was subsiding rapidly. This in spite of the fact that the rains continue in the up-country.

Apparently but little damage has been done by the freshet above Columbia. In the Congaree bottoms below the city the injury to crops has been great, but the reports received to-day indicate that it has not been as general as was believed yesterday. It will be impossible until the water shall have left the fields to ascertain with precision the extent of the damage. The loss by flood, however, can be but a tithe of the injuries sustained by the crops all over the State from the continued wet weather.

The following report of the South Carolina weather service for the week ending to-day makes this manifest:

The rainfall for the past week in the northern, middle and southern portions has been above the average, the temperature for the same period a little below the average, and the wind very little amount. The rivers throughout the State are rising. Crops on the cotton lands adjacent are in a perilous situation with a prospect of serious loss on the uplands through the continued rains. Crops are seriously damaged.

REPORT FROM OBSERVERS.

Winnsboro, Fairfield—Cotton crop much injured by excessive rains, and cloudy weather. Cotton bolls rotting; had a rainfall of 9.17 inches in five days.

Monticello, Fairfield—Daily and heavy rains causing loss of nearly all the cotton bolls; bolls rotting.

Adrian, Union—Excessive rains during the week has damaged corn to a great extent; rice developing rapidly on the open cotton.

Chesaw, Chesterfield—Rain of past six days damaged the cotton very seriously; rising of the river is feared will ruin the remainder.

DeFost, Beaufort—Continuous rains; cotton badly damaged; rotting in the bolls; rainfall 7.28 inches in several days.

Windsor, Allen—Cotton of 1/2 of crop; crop much damaged; rainfall 0.50 inches in 14 days.

Candler, Beaufort—Corn and cotton seriously damaged; nearly all the crops in river bottom are under water.

Hampton, C. H., Hampton—Cotton sprouting in bolls; the loss from rot not so heavy as may be expected, most having been well up with picking. Rainfall 4.50 in seven days.

Anderson, Anderson—Cotton in the bolls; corn and timothy doing well. Rainfall average one inch per day.

Corona, Abbeville—Incessant rain and absence of sunshine, causing cotton to throw out bloom and young fruit. Early cotton getting injured by both rust and rot. No rain.

The Savannah Savannah—The Damage Not as Serious as at First Supposed.

Augusta, September 8.—Special: The swollen river reached its highest point at noon to-day at noon, when it registered 25 feet 5 inches, and it is now slowly receding. The loss in the lowlands has not been as severe as at first supposed, or as in previous years, on account of a dam built by the county authorities after last August's flood. The dam is built along the river line below the city and along the area of backwater, thus protecting an immense tract of lowlands by a dam only a few feet high. Of course this is protection only against the smaller freshets, but as these are most frequent the farmers find salvation and freedom from serious loss in the long and low dam constructed by the order of Judge Ewe last year.

Travel to the Mountains.

GREENVILLE, September 7.—Special: The trains on the Columbia and Greenville railroads came through this afternoon on time for the first time in two days. An obstruction in the shape of washouts between Newberry and Chappell's was gotten out of the way and direct communication with Columbia renewed.

The Waters Subsiding.

Attachment 1-Charleston News & Courier, September 10, 1888

THE DELUGE IN THE STATE.

LATEST NEWS FROM THE OVER- FLOWING RIVERS.

**Temporary Subsidence of the Congaree—
The Rains in the Up-Country Expected
to Produce Another Flood—Washing the
Mud from the Corn and Cotton.**

COLUMBIA, September 6.—Special: A few minutes of deceptive sunshine today broke the persistent monotony of rain, but this afternoon and to-night the weather conditions remain as they have been for the last fortnight. The prospect is dismal and depressing. The Congaree at 6 o'clock this evening had fallen five and half feet since the same hour yesterday and stood at ten feet; but if the rain continues in the up-country, as seems probable, it must rise again. If there are no further freshets to-day's rains will prove beneficial, since it has the effect of washing from the corn and cotton stalks the mud with which the flood overloaded them. N. O. A.

A RAY OF SUNSHINE AT CAMDEN

**Some Hopes of a Break in the Weather—
Damaging Delay in Picking Cotton.**

CAMDEN, September 8.—Special: The river has been falling slowly. The gauge late this evening showed 21 8-10 feet of water. For the second time in ten days the sun came out for a while, and there is some evidence of a permanent break in the clouds.

On account of the wet weather there has been great delay in the picking of cotton, and it is now feared that a great deal will not be worth picking.

THE LOSS TO THE CROPS.

**Cotton Badly Damaged in Sumter by the
September Freshets.**

SUMTER, September 8.—Special: For one week now it has been raining every day, and some days from fifteen to eighteen hours at a time. Cotton picking has almost stopped, though in this immediate vicinity it had not opened enough to warrant picking, and consequently very little is damaged by the rain here. But a few miles away and below here fully one-half of the cotton is open, and the crops are very short, not more than one-half of an average. Around here it ranges from two-thirds to three-fourths of an average crop.

The corn crop is short generally, and very few farmers will be fortunate enough to make enough to do another season.

The rains have benefited the peas and potatoes crop, but have the prospect for those crops is fine, and I think bigger crops of them will be made than for several years.

**Too Much Rain in Marlboro—A Washout
on the Cape Fear Road.**

MARLBORO, September 8.—Special: The heaviest rains have fallen throughout the county within the last two or three days that have been known to fall here for years. Most of the bridges throughout the county are washed out, notably at Marlboro, almost all communication throughout the county.

There is a large washout on the Cape Fear and Valley Railroad, about ten miles from here, which prevented the leaving of any trains from this point today. Another train was forced out of the Cape Fear road as far as the washout. The rail and passengers will be transferred at that point until repairs are completed.

Cotton Sprouting in the Field.

CAMDEN, September 7.—Special: We have had a great deal of rain lately. It is feared that some of the cotton will rot and sprout in the field. Several washouts yesterday between Lancaster and Rock Hill caused irregularities in the running of trains, but everything will be all right today. The weather is cool now, and it is hoped that the rains will stop.

Farm Work in York Delayed by the Rain.

YORKVILLE, September 6.—Special: A considerable amount of rain has fallen in this section during the past week, and as a consequence the gathering of fodder has been retarded, and it is probable that the fodder will be damaged to some extent. Cotton picking has not yet become general, but that which is ready to gather has been damaged.

Disastrous Rain in Oconee.

SAVANNAH, September 7.—Special: After eight days of rain a regular down-pour began early yesterday morning and continued till about midnight. As a result the various streams rose to within a foot or two of the highest point of the last freshet of last year. It is estimated

Attachment 1-Charleston News & Courier, September 11, 1888

Col. Perry's strength here, and appears to have a majority of the business men of Columbia on his side, and his visits to Richland and his speeches here have won him many friends, and it is a common remark that he is gaining strength here every day. The result in this county, therefore, is really to decide, although Col. Perry's strength will be hard to overcome. Whoever is nominated the district will have a representative in Congress who is sound politically and personally.

THE LIGHTS.

The foundation for the building of the Electric Company has been laid, and the superstructure is being erected. Three and a half miles of wire, and all the poles required, have been bought, and all of the machinery has been shipped. The works will be in full operation within a month. Their initial capacity will be sixty arc lights. The city has contracted for four to be used on Main and West Gervais streets.

The South Carolina Railway has also contracted for fourteen lights, and the Charlotte, Columbia and Augusta Railroad and the Penitentiary will probably take six each. The First Presbyterian Church has applied for the light for that edifice. A very small demand by business houses will suffice to give the works all they can do, and their enlargement will probably follow in a few months.

THE RAIN IN NEWBERRY.

Col. Thomas W. Holloway, of Pomaria, Newberry County, writes to the Bureau as follows to-day:

"It has been raining here almost continuously since the 29th ult., and yesterday, particularly at night and after midnight, the rain was even more severe than formerly, flooding our bottom lands, but would have caused no serious damage to corn, but for the strong winds from the east, and then from the north, blowing the corn down badly, and the loss will, therefore, even up to this time, prove serious. Crooked hills of cotton are rotting. Of course there have been a few cracksling within ten days. Such hills will prove worthless, or, if picked up, the cotton from them will be very low grade. I have great fear for the safety of the railroad crossing the river. I know, will prove a failure."

THE FLOOD IN THE CONGAREE.

Yesterday's hopes of the subsidence of the flood in the Congaree have not been realized. It will be remembered that at dusk on Friday the height of the river was 20 feet, and that it fell next evening to 15 feet and yesterday at 6 P. M. to 14 feet. The heavy rains of yesterday and last night in the up country started it on another boom and it rose rapidly today. At 6 o'clock this evening The News and Courier's special observer reported its height at 15 1/2 feet. A representative of the Bureau went down to the Gervais street bridge at 9:30 to night for the purpose of taking a final observation. The river was found to be exactly 21 feet high and rising at the rate of eight inches an hour. It will probably continue to rise until after midnight. The Saluda is much more swollen than the Broad and empties a flood, laden with debris into the Congaree. Quantities of melons and pumpkins are going down stream, and the Reporter saw the dead body of a cow or horse whirled under the bridge.

High as the river is, it lacks ten feet of its height during the famous freshet of 1857, when the city water-works were washed away. There is no present likelihood of its reaching that height again. The night is calm and occasional glimpses of the moon are had.

A drizzling rain fell all last night and early this morning. When it ceased a high wind began, and the violence of the gusts showed that Columbia was experiencing a touch of the gale off the coast. The wind was beneficial, as it was not strong enough to blow down the water-soaked cotton and corn, but sufficiently brisk to relieve them of much of the moisture with which they have so long been saturated. In the afternoon there was a calm. The cloudy weather

Attachment 1-Charleston News & Courier, September 12, 1888

EVILS FOR THE RAILROAD.

Enormous damage has been done to the Columbia and Greenville Railroad. Trains cannot run on this road to-day, and will probably not do so for weeks to come. The damage to the Charlotte Road can only be guessed at, as there are no reports from Augusta, but it must be great. The fate of the South Carolina Railway bridge at Kingville is in doubt. The Saluda at the maximum point of the flood to-day was 1 foot 8 inches higher than the Broad. The strain on the piers on the S. C. side of the Congaree was terrific. The swollen waters of the Saluda were projected far over the Congaree to the Broad River bank, and loaded the stream with debris. A huge uprooted tree pressed against one of the piers of the Broad River bridge, which was considered in imminent peril, but the flood was arrested just in time to save it.

THE DANGER OVER.

At 4:20 the Congaree had fallen an inch and to-night it is stationary. Before morning it is expected to subside. The following account will give an idea of the situation before these later accounts were tendered: At 12:30 the river was 33 feet and slowly rising. In May, 1886, the highest was 34 feet 6 inches. The sills supporting the floor of the Columbia bridge are barely one foot from the water and constant vigilance is necessary to prevent the lodgement of drift. The giving away of Broad River bridge would certainly involve this fine structure in ruin. The water in the Columbia Canal is on a level with the river current, the banks being submerged at the point where the city water-works were destroyed in 1886. There is also a communication between the Broad River and the Canal at the point where the Columbia, Newberry and Laurens Railroad bridge crosses them.

At this hour, 12:30 o'clock, a large force of hands with sand bags are at work, under Engineer Ellis, trying to prevent a serious break. The gates of the bridge are kept closed, and only a few of the hundreds of sight-seers and one vehicle at a time are permitted to go upon it. The bridge of the Charlotte, Columbia and Augusta Railroad over the Congaree, at 6 P. M., was impassable, the approach to the bridge on the trestle having been forced by the current four feet from its normal position, and the track on the bridge itself being three inches out of line. Until the water subsides there will be no communication by the Charlotte, Columbia and Augusta Railroad to Augusta. S. G. G.

THE WATEREE IS WILD.

Within a Fraction of the Highest Water ever known is recorded by the gauge at Camden.

CAMDEN, September 11.—Special: The Waterce River on the night of the 9th went down to 21 7-10 feet, and began to rise and has been rising slowly ever since. At 1:30 P. M. to-day the gauge marked 30 2-10 feet; at 5 P. M. 33 3-10 and still rising slowly at about 1 inch an hour. The highest freshet we have ever had was in May, 1886, when it rose to 34 2-10.

PRICE FIVE CENTS.

As to whether it is impossible to run trains so far no bridges have been reported as injured, but as soon as possible they will all be thoroughly inspected to prevent the slightest possibility of accident. Near the Oconee about forty feet of trestle work was carried away and several more feet severely damaged. At present trains are being run regularly from Savannah to Milledgeville, a distance of seventy-nine miles, and from Gordon to Macon, a distance of twenty-two miles. The intervening stretch of road is about ninety-one miles.

Mr. Savage stated this morning that from the reports from along the road they expect to run a train from Atlanta to-morrow night or Thursday morning. No trouble has been experienced on any of the branch roads, with the exception of the South Carolina division, and on that mainly at Augusta. The interruption to business is proving quite serious, and the company will exert itself to push most of the accumulated freight through at once, as soon as the road is open.

THE CONGAREE CATASTROPHE.

Water Higher than Ever Before—The Ruin of the River Plantations Complete.

COLUMBIA, September 11.—Special: It is difficult to estimate with accuracy the enormous loss caused by the continuance of the Congaree freshet yesterday and to-day. Never within the recollection of the oldest inhabitant has the Congaree been as high as it was to-day. In 1852 a freshet, which caused the suspension of travel on the Columbia and Greenville Railroad for months, bore away several spans of the Congaree bridge. The bridge was rebuilt, with five feet added to its height.

The extent of the freshet to-day may be estimated from the fact that at 3 P. M. the river had risen to a point less than 2 feet from the flooring of the bridge. It is useless to attempt a description of the river as it appeared this evening. The Mississippi at New Orleans during its inundation is not larger. The stretch of the flood was enormous, and took in hundreds of yards of territory heretofore considered safe. Houses on the river bank were up to the eaves in water.

THE PLIN OF THE RIVER PLANTERS.

In lower Richland is complete. A week ago they had the most superb crop prospects enjoyed for ten years, but to-day they can expect nothing. Take for instance the two State plantations owned by Mr. John C. Seeger. His crops, which were magnificent, are utterly ruined, and he will deem himself fortunate if he can save a part of the stock on the place, which is probably entirely under water.

EVILS FOR THE RAILROAD.

Enormous damage has been done to the Columbia and Greenville Railroad. Trains cannot run on this road to-day.

Attachment 1-Charleston News & Courier, September 13, 1888

husbanded, and every effort put forth by the authorities and people, for although the disaster is great, the energy and determination of the people are greater.

Greene street, the prettiest avenue in the country, is torn up with deep holes, and nearly all the fences and many houses are undermined. A sad feature of the flood is the washing down of the cemetery wall for several hundred feet, the caving of monuments, tearing up tombstones, and in some cases unearthing of coffins.

Fatalities are few, and the deaths this morning, so far reported, are nine, as follows: H. L. Farmer, supervisor Port Royal Road, bridge watchman, name unknown, Williamson, factory operative; H. M. Wiggins, plumber; Walter Bland, negro boy; unknown negro man; Freeman Johnson, colored; Archie Morris, white, aged 11; Tim Cady, colored, aged 17.

Augusta had no gas or electric lights for two nights. The electric lights are on tonight, and the gas will be ready tomorrow. All railroads are badly damaged in the city, but the greatest sufferer is the Georgia Road, whose shops, yard, and headquarters are here. Trucks are swept up and mingled up as if they were straws, and bridges across canals are torn up. The road runs its regular schedules, however, from the outskirts, and is busy with repairs. Other roads are delayed by wrecked trestles, but will be running in two or three days or next day. Schedules are operated to breaks and passengers are boated to the bridges over the river, which are solid and safe.

The water is still in the low places, but is rapidly sinking to the river bed. The suffering has been great, but Augusta is able to care for all. Augusta is plucky and enterprising, and will not only repair her streets and the canal, but carry the Exposition straight on to success, and be ready to receive and entertain all visitors in October.

THE FLOODS IN THE UP-COUNTRY.

Interruption of Columbia's Railroad Communications in Almost Every Direction—The Damage to the Roads:

COLUMBIA, September 12, 10 P. M.—Special. This is written with little expectation of its reaching Charleston to-night, as the Western Union Telegraph office reports all wires down between Columbia and Charleston, Augusta and Florence, and it must be necessarily condensed. At 6 o'clock this evening the Congaree at the Gervais street bridge had fallen to 26 feet. Its highest point yesterday was 34 feet 7 inches. The fall to-day has been quite rapid. The Canal is uninjured. Thirty convicts were put to work yesterday upon the check dam at its present upper terminals and other places threatened. These points were reinforced and all danger averted. The finishing touches were being given to the check dam this evening. The Canal has been full of water but it is now flowing out. Of course all work at the in-

as high by eighteen inches as in 1886. The track is badly washed and under water at various places between here and Alston and one trestle is gone. There is a break at Helena near Newberry. The trestle over Ninety-Six Creek, near Dyson's, is washed out. With these important exceptions the line is all tight to Greenville and Wallhalla.

THE SPARTANBURG AND UNION.

The only trouble on the Spartanburg, Union and Columbia is the washing out of an embankment just above Alston. Superintendent Talcott thinks that these roads may be opened for travel by the middle or end of next week. Trains are running from the upper terminals to Ninety-Six on the Greenville Road, and nearly to Alston on the Spartanburg Road. The Laurens train can run to Newberry and nearly to Alston. All passengers from the mountains are coming via Charlotte. The work of repair will begin here, proceeding up the road to Alston.

Road is unaffected by the floods on its northern division, but the trestling near Augusta being washed away it will be perhaps a week before trains can enter Augusta. The bridge here over the Congaree is twisted, but the trestling leading to it is twisted out of shape and transfers have to be made. It is hoped that this injury can be repaired to night. The convicts on

THE STATE FARMS.

In the Congaree bottom have had a hard time of it. Superintendent Lipscomb had several boats hurriedly made at the Penitentiary yesterday, sent in wagons to Griffin's place, launched there and sent with supplies of cooked food to the Aughttry place. No working being possible, the boats returned to day, bringing some of the convicts sick with chills. Two other boats were made and dispatched to other places but have not returned. The work of the rescuers was very painful, as the fields were swept by a furious torrent. All of the horses and mules on the State farms are safe, and on almost of them the cattle and hogs are also, but at Aughttry's about nine-tenths of the hogs and half of the cattle are believed to be drowned. At Spigner's place the sheep and hogs were secured from the flood by driving them into the second story of a dwelling house.

MR JOHN C. SEEGERS.

is the heaviest loser on the river. Of the 7,000 acres on his three farms not ten acres are out of water. He had 1,700 acres each in cotton and corn, and 100 in peas, planted on shares with the State, and had just purchased baling for 800 bales of cotton. It is not certain that he will make 10 per cent of his crop. It is suggested that the only way of utilizing the corn is to put up a distillery and turn it into whiskey, but this has not yet been decided on, the chances not being promising.

Attachment 1-The State, August 26, 1908

Alderman Keenan wanted to know where the money had gone.

Alderman Sweeney said that there was a good deal of criticism of the street committee for spending money and he wanted council to know that only the chairman had to do with approving the bills. He said he and Alderman Brewer had had nothing to do with approving bills.

At this juncture Alderman DuPre called attention to the fact that Gervais street had been improved recently, between Assembly and Sumter street, by macadamizing the north side of said two blocks, including the bed of the street railway. He desired to know if the street railway had paid any part of the cost of this improvement.

Mayor Reamer said he understood the street railway company would pay its share of the cost of the improvement.

Alderman Earle said he thought the present street committee was extravagant. All street committees, except the ones of which Mr. Noble and Alderman Keenan were chairmen, had exceeded their appropriations. He thought the street railway should be made to pay for the work done along their tracks.

Alderman Brewer said that the junior members of the street committee were mere scareheads; they had absolutely nothing to do with approving bills. The chairman is, in reality, the "whole thing" and yet each member of the committee comes in for a share of the criticism when any criticism is made.

Mayor Reamer explained that it is well known that the chairmen only have the responsibility in the matter of approving claims.

Dr. Earle moved that the street committee be requested to furnish an itemized statement of receipts and expenditures at the next meeting. Carried.

Alderman Sylvan of the printing committee called attention to the bill of \$300 for the printing of the ordinances. At the suggestion of the mayor he gave notice that at the next meeting of council he would ask council to make an appropriation covering this item.

Alderman Sylvan called attention to the fact that "Hampton avenue," or "Hampton street" or "Plain street" had not yet been marked with signs. Mayor Reamer explained that signs were ordered for "Hampton street," the name decided upon by council, but when the signs came for this street they read "Hampton avenue." The signs for this street were refused on this account. Now signs for "Hampton street" have been ordered.

Alderman McAllister wanted to know why the polls on Sumter street between Green street and Elmwood avenue had not been removed. Mayor Reamer said that he had already taken this matter up and hoped to have the polls removed before a great while.

On motion of Alderman DuPre the committee on city improvement was asked to make a request of the Elmwood cemetery association that a lot be donated to the city for the burial of alms patients.

A petition from W. T. Ward for the erection of a corrugated iron building on Gervais street. On motion of Alderman Earle the request was referred back to the fire committee.

Alderman DuPre's ordinance to regulate the approval and payment of certain bills against the city received third reading. This bill is designed to prevent the payment of any bills for subscription to newspapers, telephones, etc., horses, buggies, etc., for the use of officials of the city. This now becomes a law.

Alderman Holln asked that permission be granted for two subscriptions to each of the city newspapers to be placed in the offices in the city hall.

Alderman DuPre objected.

Mayor Reamer suggested that The State and The Record would present a copy each of their papers to the city.

Alderman Brown thought that the city ought to subscribe and pay for the daily papers.

Alderman Earle moved that one copy each of The State and Record be subscribed for, to be delivered daily to the office of the city clerk. Carried.

Alderman DuPre wanted a lady stenographer installed in the city clerk's office.

On motion of Alderman Earle the matter was postponed until Jan. 1, 1912.

floating among the treetops alongside the Congaree. She is tied by the halter to a high bough of a cottonwood. Yesterday her cargo was unloaded, but the river kept on rising and when it was within one foot of the floor of the warehouse, two-mule power wagons were secured and it was brought up town.

Water was going into the Columbia mill power house last night, and the street car plant was run by steam power yesterday.

Travelers from the mountains report a perfect cloud burst on the Saluda grade on Sunday night, and Columbia experienced Monday night a bit of what the up-country has had to endure for almost a week. Twelve inches of rain fell in Anderson within a comparatively short time.

Section Director Bauer says that most of the rainfall comes from the Carolinas and north Georgia.

The local office of the weather bureau received reports from a number of places in central and western North Carolina and western South Carolina of heavy rains as follows: Charlotte, 2.80 inches; Greensboro, 2.10 inches; Raleigh, 4.48 inches; Mt. Holly, N. C., 6.16 inches. From this State the following reports were received, namely: Batesburg, 2.18 inches; Pelzer, 2.96 inches; Greenwood, 1.94 inches; Chapin, 2.70 inches; Blair, 4.74 inches; Catawba, 3.34 inches; Greenville, 6.02 inches; Spartanburg, 2.42 inches.

Naturally these heavy rains sent the rivers a-booming. The Catawba at Catawba, 14.7 feet and rising; the Wateree at Camden was 29 feet and rising with a forecast that it will rise to 32 or over by tonight. The North Carolina water has not yet reached the Wateree, but will do so by tomorrow morning.

The Broad river at Blair stood 22 feet at 8 a. m. The Saluda at Pelzer was 33 feet and rising, but at Chapin it was only 12.9 feet, rising. It will probably rise to 20 feet at that point tonight.

The Congaree began to rise yesterday morning, slowly at first, then for a time at the rate of two feet an hour, but again decreased toward evening. During the night the rise was again very rapid, reaching a 21 foot stage by 8 a. m. and by 11 a. m. it was 22.6 feet. At 6 o'clock it stood 27.2.

The weather bureau issued a warning for a 23 foot stage during the next 24 hours. If this stage be attained it will exceed slightly the famous Paeolet flood when the highest stage was reached at 1 p. m. of June 8, namely 27.1 feet. The highest stages on record occurred as follows: August, 1849, 31.7 feet; in September, 1852, 31.4 feet; in February, 1845, 34 feet; in May, 1885, 31.3 feet; in June, 1888, 30.3 feet; in 1898 (month not on record), 32.3 feet; in January, 1895, 24.6 feet, and in June, 1903, 25.2 feet.

THE LAWYERS OF THE NATION.

American Bar Association Meets at Seattle.

Seattle, Wash., Aug. 25.—When Jacob M. Dickenson called the American Bar association together at the New Washington hotel today in its 37th annual convention, the large hall and the galleries were crowded with delegates, made up of distinguished jurists and lawyers from every part of the United States and with the delegates, families, friends and citizens of Seattle.

President Dickenson replied to the addresses of welcome by United States Judge Hanford and Mayor Miller and then delivered his speech on the legislative situation so far as it relates to the enactment of new laws in the various States of the Union.

The first business was the selection of a new general council. Among them is James R. Catton of Virginia.

The secretary reported an increase of membership during the year from 3,074 to 3,587, 141 members joining today. There are now 43 bar associations, three territorial bar associations and 69 local bar associations.

The recommendation of the executive committee that all resolutions be referred to the proper committee without debate was accepted.

At the last meeting in Portland, Me., members said that politics was injected into the proceedings in the shape of resolutions which were debated.

Nothing but the most formal papers of this kind will be considered this year in open session.